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Hongkong, 29th April, 1908. [a1491]

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33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the  
University of Pennsylvania, U.S.A.  
[a1492] Hongkong, 27th January, 1910. [364]

SIEN TING  
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Hongkong, 21st September, 1905. [432]

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One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

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[a27]

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NOTICE.  
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FRAZER & Co.  
Shanghai, 30th April, 1910. [598]

NOTICE.  
M. KURT DETMERES is authorized to  
sign our Firm per Procuration from  
this date.  
RADECKER & Co.  
Hongkong, 1st May, 1910. [587]

CANADIAN PACIFIC RAILWAY Co  
DURING my absence from the Colony  
Mr. HARRY P. THOMAS will have  
Charge of the Company's Business at this Port.  
D. W. CRADDOCK,  
General Traffic Agent.  
Hongkong, 4th May, 1910. [602]

NOTICE.  
H. HAVING assigned my Share and Interest  
in the UNION TRADING CO.,  
No. 34, Queen's Road Central, to Mr. LO I  
SHING. Notice is hereby given that my  
Responsibility in the said Firm CEASES as  
from the 1st May, 1910.  
LO YOK KEE.  
Hongkong, 4th May, 1910. [594]

WANTED.  
GENERAL ASSISTANT Wanted, for  
an Export and Import Firm.  
Apply—  
D.,  
Care of "Daily Press" Office.  
Hongkong, 2nd May, 1910. [592]

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Hongkong, 8th December, 1909. [1494]

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Hongkong, 15th January, 1909. [908]

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SMOKELESS POWDERS and CHILLED  
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and AIR GUNS in Variety.  
Inspection Invited.  
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Hongkong, 26th October, 1906. [545]

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FIRING 8 SHOTS in 2 SECONDS.  
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Hongkong, 6th March, 1907. [38]

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Hongkong, 9th January, 1909. [574]

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Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Ladies in attendance.  
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Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
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Electric Passenger Elevator to each floor.  
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MANAGER.  
Hongkong, 24th July, 1905. [a563]

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TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 16th April, 1910. [a542]

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STANDING in its own grounds with Tennis  
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Hongkong, 4th December, 1907. [a56]

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GUIDES AND CHAIRS PROVIDED.  
Every information and Special attention given  
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[a1623]

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food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous for  
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Comfortable accommodation for travellers  
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from Canton, give easy communication with  
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Cable Address—"BOA VISTA."  
For Terms, apply to  
[a213] THE MANAGER.



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[25]

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All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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Mr. and Mrs. G. E. HUYGEN, at Shamsen, Canton, a son.

[605]

## The Daily Press.

HONGKONG, MAY 6TH, 1910.

"The Eastern Archipelago and its Future" is the title of an article which appears in the latest issue of the *Empire Review*. The writer, who veils his identity under the pen name of "Pioneer," is concerned with the fate of the Malay Peninsula and with the future of the Dutch East Indies, and, while his alarmist views as to the dominance in the former of the yellow race may be discounted by those who know the Oriental more intimately, his fanciful suggestion for the partition of the Netherlands-Indies can only create surprise that it should be seriously put forward in a sober magazine like the *Empire Review*. Unfortunately, there are many people, obsessed by the fear of a "yellow peril," to whom this contribution will come as confirmation of their alarmist outlook, and with Russia no longer regarded as interposing the same strong barrier to expected Eastern hordes as before, they will only too readily give credence to the preaching of an apostle who speaks with conviction if not with authority. Claiming a somewhat intimate knowledge of the "Eastern Archipelago," and suggesting an experience of the Eastern seas covering more than half a century, "Pioneer" is bound to impress the shallow thinker and reader with his words, especially when he says:—"The Malay Archipelago may well prove to be the region where the question of the supremacy

of the races may first seek a solution. Covering the sea from Australia to China with a thousand islands, it is a world still awaiting its destiny. Is the Malayan race to survive under the fostering care of white rule, and remain a bulwark, separating the young white nations in the South from the Northern yellow races, or will this realm as of yore be overwhelmed by a yellow avalanche? Arabians, Persians and Indians have traded and dominated in the Straits, but only the Chinese have held over-mastering sway in the Archipelago." As the Mongolian advance was anticipated to proceed westwards, this suggestion that it will proceed outwards, like a centrifugal force, overwhelming races and countries on all sides, helps to give a lurid tone to the pictures of Caucasian disappearance, and we can well imagine the effects created in the more impressionable minds. The assertions will be accepted without question, and the racial Armageddon will loom very vividly before the vision of many good people. But, apart from the fact that scientific methods and economic arrangements would render practically impossible any monster invasion, it is impossible to seriously anticipate that the yellow race, even with its greater virility, will over-run the world. If it fail to reach and keep the level of civilisation attained by the white race, the latter will find little difficulty in making this advantage tell in its favour, and that, too, even when opposed to the lower standard of living and greater endurance of the yellow man. In the past great empires representing the highest civilisation known to the world have crumbled under the attacks of barbarian forces. They paid the penalty for their sins. They had become selfish and effete. Their civilisation was prostituted to pleasure. To-day, however, the most pessimistic must concede that our civilisation is not yet effete. It gives us increasing powers over the forces of nature, and with such advantages in our possession we cannot fail to render ourselves in time immune from the attacks of a less civilised people. On the other hand, should the yellow race march in step with the Caucasian on the path of progress, and both reaching a higher civilisation, racial jealousies and strife would disappear. War has become so terrible that the nations incline less to the "dread arbitrament than before," and with the growing sentiment against the sacrifices which it imposes and the heavy toll which it exacts, as well as the scientific discoveries which tend to give greater security against attacks in force, the clash of arms is likely to be heard very seldom. Such a view, which seems to indicate the trend of events, affords no cause for alarm, and we may confidently rely on posterity improving the heritage which will pass to them. The other aspect of the contribution under notice to which we wish to refer is that in which the writer concludes that Holland, with a population not exceeding that of London, is not able to safeguard her possessions in the Malay Archipelago against the threatened invasion of the yellow race, and he suggests that as her authority has not been very effective in Sumatra she should cede that island to Germany. He says: "If by some friendly understanding Holland agreed to cede Sumatra to Germany—which with an unfettered colonial policy and no past there to redress, might find it easier than Holland to assuage the natives and restore the country to its former prosperity, when it would prove a great and rich field for German enterprise—it would relieve Holland of the responsibility of ruling a people which is likely to retain a traditional hostility to their conquerors, and the compensation which Germany could afford to give would enable Holland to act with greater vigour in the development of her great possessions east of Java." In other quarters we have seen this suggestion ridiculed, as it deserves to be. There is no guarantee that Germany would meet with greater success than Holland, which has had a longer colonial experience, but what is more to the point is the stipulation in several treaties that if Holland ever desired to part with any of her possessions in the East, Great Britain is to have the first offer. Were Australia and New Zealand to be heard in the matter, as no doubt they would, Great Britain would have little reason for refusing such an offer if it were ever made.

For stealing vegetables from the river steamer *Hot Ming* while lying alongside her wharf, Mr. J. R. Wood at the Magistracy yesterday sentenced a native to seven days' imprisonment with hard labour.

Messrs. Butterfield & Swire's steam launch *Atlanta* ran down a sampan in the harbour on Wednesday. Five Chinese were capsized into the water, but were promptly rescued and removed to hospital.

We understand His Excellency Sir Henry May and Lady May will go into residence at Mountain Lodge to-morrow.

A German accountant and two others belonging to the N.D.L. steamer *Goeben*, while on their way to Sokokura, in Hakone, on horseback, on the 19th April, passed three children playing on the roadside. One of the horses kicked one of the children—a lad—so severely that he succumbed to the injuries the following day. Negotiations are going on between the parents of the child and the Germans with a view to settling the matter privately.

A sensational case came to light last Friday with the arrest at the General Hospital, Shanghai, of a middle-aged man named James Ferguson Morrison. He is charged with obtaining money under false pretences at Hangchow, and his method is alleged to have been of a particularly daring character, namely, faking insurance certificates in a non-existent company. The arrest was effected by Det. Sub. Insp. Burridge, and next day, the accused, who is a man of 41 years of age and whose address is given as No. 19, Nanking Road, was brought up in H.B.M.'s Police Court before Mr. G. W. King, the Magistrate.

A triad society fight took place at West Point on Wednesday in which two men were seriously injured. They were removed to hospital, and two of the participants in the affray were arrested, and were charged before Mr. E. R. Hallifax at the Magistracy yesterday with assault. Both defendants were convicted, and were fined \$10 apiece. Another alleged triad society case was called on before Mr. J. R. Wood. In a raid made by Sergeant Lee at 45, Woon-sung Street, Yau-mai, two men were arrested, and the police secured a quantity of triad regalia. The defendants were yesterday charged with being members of this society, and the case was remanded until Saturday, bail being fixed in the sum of \$100 each.

## THE STRANDED "KWEIYANG."

It will be seen from our advertising columns that the ill-fated steamer "Kweiyang" will be sold as she lies now off Oksen. The sale will take place this afternoon at four o'clock at Messrs. Hughes & Hough's sale rooms.

## FIRE ON THE "AKI MARU"

The Hongkong branch of the Nippon Yusen Kaisha has received cable advice to the effect that the s.s. *Aki Maru*, from London, on 16th April, had an outbreak of fire on board, amongst the coal in her port side bunkers, when about 340 miles from Suva, and had to put back for survey. She again left Suva on the 4th inst.

## EDUCATION IN HONGKONG.

The report of the Education Committee, composed of Mr. E. A. Irving, Director of Education (Chairman), Bishop Lander, Hon. Mr. A. W. Brown, Rev. P. M. de Maris, Mr. Lau Chi Pak, and Mr. T. K. Dealy (secretary), which was yesterday laid before the Legislative Council, makes a number of recommendations with the object of improving education in all grades by discriminating between schools devoted to each standard of education and making the staff more proportionate to the number of scholars. The report stated that in the case of Government schools the loss caused by the proposed increase of staff was more than counter-balanced by an expected increase of fees, so that without overstepping the limits set by the terms of reference, it was possible to recommend an extension of the existing number of lower grade English schools. In the case of the grant schools there was no such surplus available. The committee arrived at the important opinion that in view of the cohesiveness of an English staff it should be the policy of the Government to take measures for the adequate training of Chinese masters.

## FOUR GERMAN WARSHIPS ORDERED.

A Hamburg telegram of April 10th states that orders for new warships have just been given out by the German Admiralty. One is that for the armoured cruiser "J," which is to be built in the Blohm and Voess yard; while another order is for the *Erzatz Corvetten*, a small cruiser, which will be built by Weser Shipbuilding Company, of Bremen. Then the Howaldt Yard, near Kiel, has received the order to build the *Erzatz Haguen*; while the Schichau Yard, at Danzig, is to build the *Erzatz Aguir*; both of these vessels will replace the coast-defence battleships bearing the names mentioned. The new *Hagen* and *Aguir* will be fitted with turbine-engines, and are destined to be added to Germany's second "Dreadnought" squadron on their completion in 1913.

There remain two warships to be dealt with; these are the battleship to replace the *Oden* and the small cruiser *Erzatz Kondor*.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 5th, at 11.55 a.m.—The barometer has risen moderately over Tongking and S. China, and fallen slightly in the S. Philippines. A depression appears to be situated over the Pacific to the Eastward of the latter area. The area of high pressure is lying over S.E. Japan, but the barometer is falling there and also over N. China.  
Fresh N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.  
Houkang rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.  
The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood: E. winds; fresh; fair.  
South China Sea: N.E. winds; fresh.  
Formosa Channel: Same as No. 1.  
South coast of China between: Same as No. 1.  
Hongkong and Lamock: Same as No. 1.  
South coast of China between: Same as No. 1.  
Hongkong and Hainan: Same as No. 1.

## TELEGRAMS. TELEGRAMS.

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## THE SHANGHAI RACES.

## THIRD DAY'S RESULTS.

SHANGHAI, May 5th.

To-day's results were as under:—

THE GREAT NORTHERN PLATE—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have run at this Meeting. Weight for inches as per scale. Winners of one Race at this Meeting, 7 lbs. extra; two or more Races, 10 lbs. extra. Jockeys who have never won an Official Race allowed 5 lbs. Entrance, Tls. 5. Seven Furlongs.

Mr. Hardi's Falmer... (Mr. Middle) 1  
Mr. Ballus' Fabulus... (Mr. Moller) 2  
Mr. Paignton's Ores... (Mr. Rowe) 3  
Time—1 m. 57 secs.

THE BURNING PLATE—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have run at this Meeting. Weight for inches as per scale. Winners of one Race at this Meeting, 7 lbs. extra; two or more Races, 10 lbs. extra. Unplaced Ponies allowed 5 lbs. Entrance, Tls. 5. One Mile and a Quarter.

Messrs. Potts and Pirie's Oil King... (Mr. Burkill) 1  
Mr. Quebee's Critic... (Mr. Jones) 2  
Mr. Dick Turpin's Valhalla... (Mr. Springfield) 3  
Time—2 m. 54-2/5 secs.

THE SHANTUNG STAKES—Value, Tls. 200. Second Pony, Tls. 75. Third Pony, Tls. 50. A forced entry for all Subscriptions given otherwise entered at this Meeting. Weight for inches as per scale. Winners of one Race, 7 lbs. extra; two or more Races, 10 lbs. extra. Unplaced Ponies allowed 5 lbs. Entrance, Tls. 5. One Mile.

Mr. Saxo-Borsalis's Halley's Comet... (Mr. Moller) 1  
Mr. Muslin's Cautehono... (Mr. Lindsey) 2  
Mr. John Peel's Applegarth... (Mr. Johnston) 3  
Time—2 m. 18-2/5 secs.

THE PARI-MUTUEL STAKES—Value, Tls. 300. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have run at this Meeting. Weight for inches as per scale. Griffs at date of entry allowed 7 lbs. A penalty of 7 lbs. for Non-Starters and Winners at this Meeting. Entrance, Tls. 5. One Mile and a Half.

Mr. Buxey's Royal Rose... (Mr. Burkill) 1  
Mr. Ballus' Fabulus... (Mr. Moller) 2  
Messrs. Toog, Speelman and David's... (Mr. Haynes) 3  
Time—3 m. 37-2/5 secs.

THE RACING STAKES—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have run at this Meeting. Weight for inches as per scale. Griffs at date of entry allowed 5 lbs. extra. Entrance, Tls. 5. One Mile.

Mr. Quebee's Heroic... (Mr. Jones) 1  
Mr. F. B. Marshall's Persimmon Tree... (Mr. Vida) 2  
Mr. Elms' Mahala... (Mr. Willemsen) 3  
Time—2 m. 15-1/5 secs.

THE YAMCHUNG CUP—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have run at this Meeting. Weight for inches as per scale. Winners at this Meeting 5 lbs. extra. Unplaced Ponies allowed 5 lbs. Entrance, Tls. 5. One Mile and Three-Quarters.

Mr. Spore's Buckingham (Mr. Johnston) 1  
Messrs. Toog and Speelman's Satalje... (Mr. Vida) 2  
Mr. Wingard's Bank (Mr. Burkill) 3  
Time—4 min. 12-2/5 secs.

THE MANOHU STAKES—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have run at this Meeting. Weight for inches as per scale. Griffs at date of entry, that have run and not won a Race. Weight for inches as per scale. Entrance, Tls. 5. One Mile and a Quarter.

Mr. G. D. Coutts's Warwick (Mr. Delglish) 1  
Mr. Easton's Kismet (Mr. Mallon) 2  
Mr. John Peel's Edendale (Mr. Johnston) 3  
Time—2 min. 54-3/5 secs.

THE CONSOLATION CUP—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have run at this Meeting and not won a race. Weight for inches as per scale. Entrance, Tls. 5. One Mile and a Quarter.

Mr. Buxey's Spring Rose (Mr. Burkill) 1  
Mr. Dick Turpin's Sagittarius (Mr. Moller) 2  
Messrs. Toog, Speelman and David's... (Mr. Haynes) 3  
Time—2 min. 50 secs.

THE CHAMPION SWEEPSTAKES—Value, Tls. 1,000. Second Pony, Tls. 300. Third Pony, Tls. 200. For all China Ponies Winners at this Meeting. Weight for inches as per scale. No Entrance Fee. One Mile and a Quarter.

Mr. Beckenham's Portrush (Mr. Vida) 1  
Mr. Muslin's Cautehono (Mr. Lindsey) 2  
Time—2 min. 01-4/5 secs.

Mr. Fash's Marbles, with Mr. Springfield ap, was first home in the Champions, but was disqualified for swerving.

## A STORM IN A-BUCKET.

The Mixed Court compound was the other morning the scene of an excited meeting of women, some with their babies, and many poorly dressed. The cause of the trouble, says a Shanghai newspaper, was due to the efforts of the Sanitary Department to keep the alleys off Broadway somewhat cleaner by supplying the inhabitants with buckets in which to place their refuse instead of depositing it on the path outside of the front doors of the houses. Many of the Chinese women seem to have taken the buckets too close for the purpose, and had taken them inside for other uses. The Sanitary Department therefore arrested fourteen of the women for depositing garbage on the roads and then the fun began in earnest. Several hundred women, many of them with their babies in hand, assembled in the Mixed Court compound and created a scene of intense excitement. It came out in evidence that a man who formerly earned his living by sweeping the refuse, had told the house-keepers that they must pay for the buckets, and generally had tried to blackmail the Sanitary Department's good intentions. The Magistrate having explained fully the Council's intention in placing these receptacles where they had been put, fined the women charged \$1 each, after which the turmoil subsided.

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[BUTLER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## CHINESE MILITARY MISSION.

LONDON, May 4th.

Prince Tsai Tao has been feted in America, especially by the military authorities when he visited West Point.

## PRESIDENT TAFT AND "INSURGENTS."

LONDON, May 4th.

A Washington message states that, as the result of renewed aggressiveness on the part of the Republican "Insurgents" against the administration, the Senate has struck out the two main clauses in President Taft's principal bill for controlling the interstate railways.

## NAVAL MOVEMENTS.

LONDON, May 5th.

According to the "Daily Telegraph" it is the intention of the Admiralty to increase the strength of the British fleet in Home waters. The battleships "Lord Nelson" and "Agamemnon" will shortly be sent to the Mediterranean station, while the "Triumph" and "Swiftsure" will be despatched to the Far East.

## OPIUM SUPPRESSION IN CHINA.

LONDON, May 5th.

The Chinese Minister, speaking at a meeting of the Society for the Suppression of Opium, said that the results achieved by the Chinese in suppressing the evil were most satisfactory. Some of the outlying Provinces had not done all that was hoped, but the people and the Press in China were fully aware that the attention of the world was rivetted on their efforts to combat this deep-rooted evil, and that their failure to annihilate the cause would tarnish China's good name, and would injure materially her chances of success in other directions.

## HARSH SMUGGLING LAWS.

The *Leading Light* contains an interesting leader on the unfitness of the opium smuggling laws towards masters of vessels, as illustrated by the recent case of the *Hong Bee* at Singapore. Owner and captain of the vessel were fined \$50 each we read, "despite the fact, which was sworn to in Court, that the vessel was searched every day and that the opium was found beneath a pile of 100,000 tiles." The opportunities presented by a ship and her cargo for storing opium are so enormous that it is beyond human power to be absolutely sure that no smuggling goes on. "There is, further, the startling possibility," continues *The Leading Light*, "of the law encouraging rather than checking the illicit importation of opium, since by the former getting a handsome percentage of the value of the contraband found, he can cover his own loss by informing against himself."

## KANG-YU-WEI.

Kang-Yu-Wei, the leader of the Chinese reform movement, was 55 years old on March 15th, and the members of the Sydney branch of the Chinese Empire Reform Association celebrated the event at the association's rooms (Tung Wah Times Chambers), in a manner worthy of the greatness of the man and the magnitude of the work he, along with Liang-Koo-Chao, undertook in 1893 in the direction of effecting reforms which aimed at bringing about constitutional government in a country whose millions had always been ruled by an autocracy from Peking.

Throughout the world Kang-Yu-Wei is regarded by the Chinese as the leader of reform and everyone of the 5,000 members of the 180 to 200 branches of the reform association comprised in the triangle from China to America and to Australia, gladly do him honour. When in 1898 Kang-Yu-Wei was Crimo Minister, in the reign of the late Emperor Kwang-Su, he, through his undivided energies into the reform movement, and in three months he had made such headway as caused the Conservative party to tremble at the prospect of the loss of power, which they had hitherto used to their own aggrandisement and the detriment of the people. The Conservatives, in their concern, flew to the Dowager-Empress, who took sides with them against the Emperor, and the leader of reform, with the result that the movement was interrupted, and the champion compelled to flee the country, while the power of the Emperor was suppressed and assumed by the Empress.

In high places the doctrine preached by Kang-Yu-Wei was ridiculed, but to-day it is within reasonable distance of acceptance.

## LOCAL SPORT.

## CRICKET.

## HONGKONG "A" V. REST OF LEAGUE.

In the above match to be played on the Cricket Ground on Saturday next the following will play for Hongkong "A"—Pearce, Turner, Sharplin, Claxton, Makin, Swearing, Hall, Leith, Aubrey, Atkinson and Mackenzie. Reserves:—Irving, Jack and Long.

## SOLDIERS' CLUB BILLIARD TOURNAMENT.

In the match between the Royal Engineers "A" team and the Royal Artillery from Stonecutters six games have been played, and the Engineers have gained the substantial lead of 679 points. The games to date have been practically gifts to the Sappers, and the prospects of the Artillery's representatives from Stonecutters are not bright. The highest breaks made in these games were: Lieut. Aston, R.E., 33, and Sapper High, R.E., 27. Results to date are:—

## ROYAL ENGINEERS. ROYAL ARTILLERY.

Capt. Addison	250	Gr. Knight	119
Lt. Aston	250	Bdr. Sanders	144
Sgt. Humber	250	Gr. Ralabird	184
Sapper High	250	Cpl. Hutchings	167
Cpl. Smith	250	Gr. Hook	82
Cpl. Goddard	250	Gr. Snow	125

## MACAO.

(FROM OUR OWN CORRESPONDENT.)

## MACAO, May 4th.

## A SUSPICIOUS CIRCUMSTANCE.

This morning the sentry on guard at the Camoes Garden (where war supplies are stored) had his suspicions aroused when he found several people in the vicinity between one or two o'clock. He gave the alarm and the guard came on the scene and fired several rounds, but the intruders, with the exception of three women, made good their escape. On being examined the women declared that they went there to "chín-chín joss," but it is suspected that the visitors had designs on the stores.

## ABSCONDED.

A clerk employed by a well-known lawyer is alleged to have absconded with about \$1,000.

## THE LIGHTHOUSE.

Inquiries are being made with regard to the re-construction of the lighthouse. The work has taken a long time, and people would like to know when it is likely to be completed.

## PILLAR BOXES.

The pillar boxes were brought to the Colony some months ago, but they have not been erected yet. They still lie in the Post Office. What is the use of them there?

## DAMAGE BY LIGHTNING.

Lightning struck the tower of the Sto. Agostinho Church this morning, and it is reported that extensive damage has been done. Fortunately no lives were lost.

## MILITARY CONTRIBUTION.

Referring to the question of Colonial garrisons and their upkeep, the *United Services Gazette* says:—"In regard to Colonial garrisons generally it is not easy to perceive the principle on which some of the colonies which are not self-governing contribute largely in proportion to the cost of their garrisons and others not at all. Why, for example, should the Straits Settlements contribute more than we do, and Hongkong, an enormously rich colony, no more than \$10,000 for the upkeep of a garrison of more than four thousand? And why, above all others, should South Africa be favoured with a garrison of between eleven and twelve thousand Imperial troops and yet be allowed to get out free in the matter of contribution for maintenance? To answer these questions would no doubt raise many questions of our policy towards the colonies, but that is just the reason why it would be interesting to have them answered."

## HUGE CANAL SCHEME.

WATERWAY TO JOIN NORTH SEA AND MEDITERRANEAN.

A waterway through the heart of Europe joining the North Sea to the Mediterranean and passing through Holland, Germany, Switzerland, and France, will be an accomplished fact within the next few years.

The Paris Municipality has given the first impetus to the international scheme by deciding to open navigation on the Rhone between Geneva and Marseilles, and has decided to construct a barrage and a parallel canal to the Rhone at Genesat, an hour's journey by train from Geneva. The work will be commenced this summer and completed in 1913.

"The Swiss Association for navigation from the Rhone to the Rhine" has pledged itself to prolong the "river route" from Geneva to Basel via the lakes of Neuchâtel, Morat, and Bieme and the River Aar, which flows into the Rhine. The North Sea is already connected with Basel by the Rhine highway. It would cost little to construct a few short canals and deepen the river beds in Switzerland, and this would have been done long ago, but on account of the opposition of the railway companies in France, Switzerland, and Germany. This opposition has now been counteracted, and in the near future a motor boat or a steam yacht will be able to steam through the heart of Europe.

## GENERAL KUROPATKIN AND COUNT WITTE QUARREL.

The whole of St. Petersburg is talking of a duel which did not occur between General Kuropatkin and Count Witte.

Count Witte, in a recent speech at the Academy of Military Engineers, after referring to the Russian military heroes of the past, charged the modern officers with lack of moral courage and with endeavouring to blame others for their own failures.

General Kuropatkin took this as a personal insult, and a deputized General Velichko and another gentleman to demand explanations from Count Witte.

The Count nominated two friends, including General Prince Stokolp-Minsk, through whom he informed General Kuropatkin that the latter might have considered as referring to himself. His speech, it was explained, had merely a general application, and was a criticism of Russian military after-defeat.

General Kuropatkin, impressed himself as satisfied, and the friends of both parties in sending the dossier to the newspapers state that the incident has been satisfactorily arranged.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—  
His Excellency the OFFICER ADMINISTERING the GOVERNMENT, Hon. Sir F. H. MAY, K.C.M.G.  
His Excellency COLONEL C. W. B. ST. JOHN (General Officer Commanding the Troops).  
Hon. Mr. A. M. THOMSON (Colonial Secretary).  
Hon. Mr. C. McI. MESSER (Colonial Treasurer).  
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).  
Hon. Mr. A. W. BREWIN (Registrar-General).  
Hon. Mr. E. J. BADEN (Capt. Superintendent of Police).  
Hon. Mr. W. Y. YU, C.M.G.  
Hon. Mr. E. A. HEWITT.  
Hon. Mr. MURRAY STEWART.  
Hon. Mr. E. OSBORNE.  
Mr. O. CLEMENTI (Clerk of Council).

The minutes of the last meeting were read and confirmed.

**FINANCIAL MINUTES.**  
The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 27 to 31), and moved that they be referred to the Finance Committee.

The DIRECTOR OF PUBLIC WORKS seconded, and the motion was agreed to.

**PAPERS.**  
The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the following papers: Report of the Director of the Observatory for 1909; and the Report of the Education Committee for the same year.

**FINANCIAL.**  
The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 3), and moved its adoption.

The DIRECTOR OF PUBLIC WORKS seconded, and the motion was agreed to.

**QUESTIONS.**  
Hon. Mr. MURRAY STEWART—Your Excellency, I beg leave to give notice that at the next meeting I shall ask the following questions:—

(a) Did the Governor of the Colony in this Council on the 20th July, 1903, accurately state the intentions of the Government when he said, "As regards the ground in front of the Club, I hope that nothing will ever be built upon it. I propose that the ground shall be made a public garden. My idea is that the ground shall be preserved as an open space entirely and add to the beauty of the place?"

(b) Did the Honourable the Director of Public Works (then as now Mr. Chatham) at the official ceremony of laying the foundation-stone of the new Law Courts, on November the 12th, 1903, in the presence of the Governor of the Colony, the Hon. the Colonial Secretary (then Mr. now Sir Henry May), and many other high Government officials, accurately state the intention of the Government when he read from a written document this announcement: "The area to the north of this will, therefore, remain unimproved upon, and an almost unrivalled site for the Courts, having regard to the open spaces which will adjoin them on three sides, will thus be created?"

(c) Did His Excellency Sir Frederick Lugard accurately state the intentions of the Government when, on the 28th October, 1909, he said in this Council, in reply to a question whether the Government would undertake to have the plot in question cleared and made presentable as soon as it was no longer necessary to the work on the Law Courts and Post Office to maintain it in its present untidy state: "the present intention of the Government is to clear the plot as soon as it can be done?"

(d) In view of these seemingly authoritative statements, not easily to be thought of as irresponsible utterances, it is, on consideration, really incomprehensible to high Government officials how an impression was created in the public mind which led to many hearing with surprise of the recent decision to sell to a private purchaser, for building purposes, the site in question?

These questions, Sir, I had intended to ask at this meeting, but I did not receive the notice calling the meeting until Tuesday afternoon. May I suggest that after the Council has been adjourned sine die sufficient notice of the next meeting should be given to enable members who have questions to ask or resolutions to bring forward to comply with the rules to give three clear days' notice of such business.

Hon. Mr. OSBORNE—I beg, Sir, to endorse the remarks as to notice.

His Excellency—The last question which the hon. member asks is, I am afraid, not in order. You cannot invite an expression of opinion. It is a matter of opinion whether such an impression could be created or whether it could not. I am sorry hon. members did not receive longer notice of the meeting. I thought it was an understood thing that the session would go on until the business was disposed of. However, the desire of hon. members will be borne in mind and more notice will be given in future.

**SQUATTERS' AMENDMENT ORDINANCE.**  
The COLONIAL SECRETARY moved the first reading of a Bill entitled, "An Ordinance to amend the Squatters' Ordinance, 1899."

The COLONIAL TREASURER seconded, and the Bill was read a first time.  
This Bill repeals the Squatters' Amendment Ordinance, 1909, and gives effect to instructions of the Secretary of State for the Colonies, who is of opinion that the question of compensation to claimants should be left to the Squatters' Board and not wholly to the Director of Public Works.

**THE PHARMACY AMENDMENT ORDINANCE.**  
The COLONIAL SECRETARY moved the second reading of the Bill entitled, "An Ordinance to amend the Pharmacy Ordinance, 1908." In doing so he said:—From the printed reasons attached to the Bill it will be seen that this measure provides a procedure for searching for poison, as defined by clause 2, which there is good reason to believe is in the possession of any person contrary to the provisions of the principal Ordinance. It is proposed in the first instance that the Ordinance shall apply only to cocaine, opium and like substances and their preparations. Clause 15 empowers the Governor-in-Council to make regulations for the purpose of controlling the sale, possession, importation and exportation of poison, and it provides a specific penalty on violation of regulations made under the principal Ordinance. Clause 16 enables the Governor-in-Council to add to or remove from Schedule A of the principal Ordinance any article declared to be a poison. Clause 17 provides alternative and more drastic penalties for concealing or selling poisons as defined or for violating any regulation made as to the possession, importation or exportation of such poisons.

The COLONIAL TREASURER seconded, and the motion was agreed to.  
Council then resolved itself into a Committee of the whole Council to consider the Bill clause by clause.

On resuming, the COLONIAL SECRETARY proposed that the Bill be left in Committee, and this was agreed to.

**MERCHANT SHIPPING FURTHER AMENDMENT ORDINANCE.**

The COLONIAL SECRETARY moved the second reading of the Bill entitled, "An Ordinance further to amend the Merchant Shipping Ordinance, 1899." In doing so he said:—By Ordinance No. 9 of 1909, section 41 was amended by declaring that Acts heretofore passed amending the Merchant Shipping Act, 1894, shall be in force in the Colony. It is desirable that the principal Ordinance be further amended by declaring that the said Acts shall be in force in the Colony only if they are not inconsistent with the provisions of the principal Ordinance.

The COLONIAL TREASURER seconded, and the motion was agreed to.  
Council then went into Committee to consider the Bill clause by clause.

On resuming, the COLONIAL SECRETARY reported that the Bill had passed through Committee without amendment, and, no one objecting, he proposed that it be read a third time.

The COLONIAL TREASURER seconded, and the Bill was read a third time and passed.

**MALICIOUS DAMAGE AMENDMENT ORDINANCE.**  
The COLONIAL SECRETARY moved the second reading of the Bill entitled, "An Ordinance to amend the Malicious Damage Ordinance, 1865." In doing so he said:—It will be within the recollection of the Council that a Bill was passed in 1909 practically on similar lines to this one. This Bill repeals the Malicious Damage Amendment Ordinance, 1909, and re-enacts Part I without any amendment. Part II is amended by declaring that the Governor-in-Council instead of the Governor shall impose the fine which is payable under section 5. Before the matter is submitted to the Governor-in-Council for decision, an inquiry is to be held by the District Officer and an Assistant District Officer, in order to give the persons on whom the punishment may fall a full opportunity of being heard.

The COLONIAL TREASURER seconded, and the motion was agreed to.  
Council then went into Committee to consider the Bill clause by clause.

On clause 5,  
Hon. Mr. STEWART asked—Is it the intention to include incoherence in "otherwise damaged or destroyed"?

His Excellency—Yes.

Hon. Mr. STEWART—Wouldn't it be better to state it, seeing it is most frequent cause of damage?

Hon. Mr. HEWITT—Is this Bill being applied to the whole Colony, or only to the Territory and not the Island?

His Excellency—To the whole Colony.

Hon. Mr. HEWITT—Then it states "a district officer," and there is no district officer in Hongkong or at Kowloon Point.

His Excellency—We had only the New Territory in mind when this was framed.

Hon. Mr. HEWITT—That I understand, but I thought it might raise trouble later on if the wording was left as it is. I would suggest that this particular clause be held over for reference to the Attorney-General.

His Excellency—You are quite right. We will have to make some alteration in it.

The clause was held over as suggested, and the Bill was left in Committee.

**OPPIUM AMENDMENT ORDINANCE.**

The COLONIAL SECRETARY moved the second reading of the Bill entitled, "An Ordinance to amend the Opium Ordinance, 1909." In doing so he said:—The whole of the opium laws were amended and consolidated by the Opium Ordinance of 1909, which came into force in March of this year. Since that date there has been discovered that the consolidating Bill is defective, and that the government monopoly is not protected as it should have been. This Bill amends the Opium Ordinance, 1909, by declaring that it is an offence to be in possession of morphine or compound of opium unless it is exempt from the provisions of the Ordinance or is obtained in accordance with any regulations made thereunder. Clause 3 of the Bill amends section 59 of the principal Ordinance by making it quite clear that the Governor-in-Council has power to exempt any medicine from one or more of the provisions of the Ordinance. Clause 4 of the Bill amends section 65 of the principal Ordinance by

declaring that the application of penalties referred to therein should also relate to morphine and compounds of opium.

The COLONIAL TREASURER seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

The COLONIAL SECRETARY said he proposed to substitute the following clause for clause 4, and to re-number clause 4 clause 5:—

The following section numbered 79a is hereby inserted after section 79 of the principal Ordinance:—"79a. At the hearing of any charge under this Ordinance the production of the certificate of the Government Analyst shall be sufficient evidence of the facts therein stated unless the defendant requires that the Analyst should be called as a witness, but if the defendant shall require the Analyst to be called the Magistrate may order him in addition to any other penalty to pay a fee of \$25 for the attendance of the Analyst, such fee to be recoverable in the same way as the penalty imposed under this Ordinance is recoverable and to be paid into the Treasury."

Council then resumed.  
The COLONIAL SECRETARY—As it is a matter of some importance that this Bill should come into force as soon as possible, I beg to move that the Standing Orders be suspended, and that the Bill be read a third time.

The COLONIAL TREASURER seconded.  
His Excellency—The new clause introduced is to save the Analyst from continually attending Court. The same provision occurs in the other Bill, so that the certificate of the Analyst can be received in evidence without him personally attending.

Hon. Mr. STEWART—In the event of the case going in favour of the defendant, I presume he would not pay his fee?

His Excellency—No. If he is not convicted there will be no penalty and no additional fee.

Hon. Mr. STEWART—I think you want something in to indicate that it is only in the event of a man being found guilty that he shall pay. This does not make it appear that he shall not pay if he is not guilty.

Hon. Mr. HEWITT—The fee is only enforced and recoverable in the event of a man having to pay some other penalty. It seems to me quite clear.

Hon. Mr. STEWART—It is not clear, because the Hon. Colonial Secretary said a man would have to pay, even if he were innocent.

His Excellency—The clause says that the Analyst shall not be called unless the defendant requires that he should be called, and if the defendant shall require the Analyst to be called the Magistrate may order him, in addition to any other penalty, to pay the fee of the Analyst. So it is quite clear it is in the discretion of the Magistrate, and if there is a conviction the Analyst may be paid his fee.

Hon. Mr. STEWART—As I understand you, he has to pay that fee in any case?

His Excellency—No. This section in word for word with a similar section in the Liquor Ordinance.

Hon. Mr. STEWART—If there is any doubt, why not make it quite plain?

His Excellency—I don't think there is any doubt.

Hon. Mr. HEWITT—The section is quite clear.

Hon. Mr. STEWART—There are two members who see a possibility of doubt being thrown upon it, and I propose that the words "if convicted" should be inserted.

The COLONIAL SECRETARY—We cannot insert it now. The motion before the meeting is the suspension of the Standing Orders.

Hon. Mr. STEWART—Then I will vote against it.

His Excellency—If you read the clause again I think you will see it is as plain as English can be.

Hon. Mr. STEWART—It is perfectly clear that if he is convicted he will have to pay.

His Excellency—He may have to pay.

Hon. Mr. STEWART—It is not clear that if the defendant is acquitted he gets off.

His Excellency—You had better let the matter stand over until the Attorney-General is able to argue the point with you.

The COLONIAL SECRETARY's motion was allowed to stand down.

**MAGISTRATES' AMENDMENT ORDINANCE.**

The COLONIAL SECRETARY moved the second reading of the Bill entitled, "An Ordinance to amend the Magistrates' Ordinance, 1899." In doing so he said:—By section 4 of the Bill an accused committed for trial between the tenth and eighteenth days of any month inclusive shall be tried at the Criminal Sessions commencing on the eighteenth day of the next month. The object of this section is to give the Attorney-General and Crown Solicitor sufficient time to prepare the cases for the Sessions. This Bill also substitutes a new section for section 66 of the Magistrates' Ordinance, 1899, which is introduced at the instance of the Secretary of State. By sub-section 1 of the new section the Magistrate is empowered to whip youths and also to imprison them only in the cases of simple larceny, assault occasioning actual bodily harm and indecent assault. By sub-section 2 where the youth is convicted of any offence other than an offence specified in sub-section 1 such youth may be whipped in lieu of any other punishment to which the offender is liable. Where a youth has been ordered to be whipped in lieu of imprisonment the Magistrate shall also order him to be detained in prison for a period not exceeding forty-eight hours.

The COLONIAL TREASURER seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.  
After the clauses had been considered the Bill was left in Committee, and the Council resumed.

His Excellency—Council stands adjourned until this day week.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was held yesterday—The Colonial Secretary presiding. The following votes were passed:—

**OBSTACLES.**  
The Governor recommended the Council to vote a sum of One hundred and twenty Dollars (\$120) in aid of the vote, Observatory, Other Charges, Bombs and Tubes for making urgent typhoon signals.

**PUBLIC WORKS.**  
The Governor recommended the Council to vote a sum of two hundred and twenty-five dollars (\$225) in aid of the vote, Public Works, Extraordinary, Miscellaneous, Furniture for the District Office, Tai-po.

**POLICE AND PRISON DEPARTMENTS.**  
The Governor recommended the Council to vote a sum of nine thousand eight hundred and fifty-two dollars and twenty-five cents (\$9,852.25) in aid of the vote, Police and Prison Departments, Special Expenditure, Fire Brigade, Floating Fire Engine.

**MISCELLANEOUS SERVICES.**  
The Officer Administering the Government recommended the Council to vote a sum of six hundred dollars (\$600) in aid of the vote, Miscellaneous Services, Dr. Eilat's Chinese-English Dictionary for Cadets.

Hon. Mr. HEWITT—Do these dictionaries become the property of the cadets?

The CHAIRMAN—They are supposed by the regulations to keep up the study of Chinese, and if they use these books for thirty years by that time the edition will be out of date.

**COMPILING REGULATIONS.**  
The Officer Administering the Government recommended the Council to vote a sum of One hundred and fifty Dollars (\$150) in aid of the vote, Miscellaneous Services, Balance of fee to Crown Solicitor for compilation of existing Regulations and Orders-in-Council.

**RAILWAY PROFITS.**  
A native dispatch says that Liang Shih-yi, Director of the Chief Railway Department in Peking, has been in charge of the following ten railways: Peking-Hankow, Peking-Mukden, Chengting-Taiyuan, Tao-Ching, Pienliang-Loyang, Pinghsiang-Hsiangtan, Peking-Kalgan, Shanghai-Nanking, Kowloon-Canton and the West Maulela, and according to his statement only two of these lines, the Peking-Hankow and the Peking-Mukden, realize profits, which are only sufficient to cover the deficits of the other eight lines. It is stated that owing to popular dissatisfaction felt against him over the Yuet-Han investigation and as he has been censured on several occasions by President Hsu Shih-chang, Mr. Liang has obtained leave ostensibly to inspect the Kowloon railway, in order to retire with good grace. The result of the investigation by his successor shows the following losses for the different lines:—

Shanghai-Nanking	...	1,000,000
Chengting-Taiyuan	...	500,000
Tao-Ching	...	100,000
Pienliang-Loyang	...	500,000
Peking-Kalgan	...	150,000
West Maulela	...	15,000

These are approximate figures. The Pinghsiang line realizes a profit, and the receipts for the Peking-Mukden line last year are about \$1,000,000, and the Peking-Hankow about \$1,500,000. For these two lines, after deducting the expenses, and interest, there is a net profit of \$9,000,000, which, after making up the above deficiencies, leaves about \$5,500,000. This amount of profit will have to be depended upon for construction of additional railways. A report of these figures will be submitted to the President, who will be asked to appoint deputies to proceed to the lines and scrutinize the estimates as presented above.

**DOUBLE LIFE OF A MILLIONAIRE.**  
PHILANTHROPIST WHO WAS A BRIGAND CHIEF.

The Berlin correspondent of the London Express writing on April 12th, states that Herr Charles May, a millionaire philanthropist, author of pious books, and a most prominent personality in German public life, has been proved to be identical with a notorious brigand chief who perpetrated numerous crimes of violence in the mountainous districts of southern Saxony in his youth forty years ago, for which he underwent two terms of penal servitude.

When these astounding allegations against Herr May were made recently by the trade union leader, Herr Wilhelm Lehm, who declared his intention of driving Herr May out of public life, they were universally regarded as malicious inventions, and Herr May brought an action for libel.

The case was tried before the Charlottenburg District Court, and to-day the tribunal, consisting of one professional judge and two jurymen, delivered judgment in favour of Herr Lehm on the ground that he had proved the truth of his accusations, and that he had served the public interests in revealing the true character of Herr May in view of the considerable public influence he exercised.

Herr May, now an old man of seventy, of venerable appearance, collapsed and wept on hearing the judgment which deprived him of his good name and reputation. During the proceedings he declared if he lost the case he would immediately shoot himself. He has been placed by his friends under supervision to prevent any attempt at suicide.

After undergoing terms of penal servitude he disappeared, and when a few years later books written by Charles May began to attract attention, no one dreamed of connecting the new literary star with the former brigand chief. With characteristic audacity Herr May kept the same name. His literary work combined various commercial ventures, which brought him wealth and fame, and he entered the Roman Catholic Church. He became conspicuous not only as a deeply religious man, but also as a generous philanthropist.

At to-day's trial it was proved that besides his well-known books, Herr May also wrote anonymously a long series of sensational cheap novels, in which he described his own adventures as a brigand chief.

How to be BRAHMIN—Keep your complexion, Mrs. Eilat's Creme, Charman's, Lait Charman and Special Skin Tonic and Poudre Charman will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## HONGKONG OBSERVATORY.

The report of the Director of the Observatory is as follows:—

The comparison of weather-forecasts issued daily with the weather subsequently experienced has been conducted on the same system as heretofore (compare Annual Report for 1896 § 5). The results are as follows:—

Success 58 per cent., partial success 32 per cent., failure 2 per cent., partial failure 8 per cent. Following the method used in Meteorological Office and taking the sum of total and partial success as a measure of success, and the sum of total and partial failure as a measure of failure, 90 per cent. of the weather-forecasts were successful in 1909.

The average results for the three preceding years were as follows:—  
Success 58 per cent., partial success 32 per cent., failure 2 per cent., partial failure 9 per cent.

The number of typhoons directly affecting the North part of the China Sea was as in the previous year, greater than usual, the gales which resulted in the Colony were not of great severity, with the exception of that of October 19th, when storm-force was reached.

The centre of this disturbance passed a few miles to the South of Gap Rock, where typhoon force of wind was experienced for twelve hours. At the Observatory the maximum hourly wind velocity was 75 miles. At Victoria Peak the wind had attained an average hourly velocity of 90 miles, when the cups of the Anemograph blew away.

From the commencement of the month of June, the weather map made daily for use in the Observatory has been reproduced on a scale suitable for exhibition, and copies have been posted at the following notice boards:—Harbour Office, Blake Pier and the Ferry Company's Pier. These maps, while showing the broad features of pressure distribution, are necessarily lacking in detail. It must be remembered that the telegraphic reporting stations are situated almost entirely on the sea-board, and with the exception of a couple of stations on the Yangtze river the interior of the continent is unrepresented.

Notwithstanding these disadvantages it is believed that the publications found the maps useful, and applications for copies have been received from several persons. But as these at present exhibit have to be made by hand, it has not been found possible to meet their wishes, and in the present state of our communications the expense of reproducing the map for distribution would not be justified.

Under the arrangement mentioned in my last report (§ 3) the ordinary daily meteorological telegrams were supplemented occasionally by extra observations from stations in the Philippines and Southern Formosa during the prevalence of typhoons in those latitudes. The fullest use could not be made of this arrangement owing to the interruption of telegraphic communication, so apt to occur at these times, in the islands.

These observations were forwarded by the courtesy of the Directors of the Philippine Weather Bureau and the Formosa Weather Service, and many of them proved of great value.

The Imperial Maritime Customs authorities at Swatow kindly forwarded an observation made at 9 p.m. from May 21st. Unfortunately owing to delay in telegraphic transmission the greater part of these messages failed to reach the Observatory until next morning. Nevertheless they have been frequently useful.

It is to be regretted that the meteorological telegrams forwarded from Hoihow and Pakhoi, while showing some improvement in the time of receipt as compared with former years, are still received too late for forecasting purposes.

At the request of the Government I visited Manila Observatory in the Spring, when I was received with the greatest courtesy by the Reverend Fr. Algué, the Director. During my short stay he was good enough to afford me every facility for seeing the equipment and the working of the establishment under his control.

Opportunity was taken to arrange details for the forwarding of the extra meteorological observations mentioned in paragraph 4.

In addition to the ordinary warnings, special warnings of the approach of typhoons have been sent regularly to the Authorities in Canton.

By the courtesy of the Naval Authorities meteorological messages were received occasionally from H.M. Ships during the year by wireless telegraphy, and in the case of the typhoon over the China Sea in November, which caused so much delay to shipping, some valuable observations were received by this means from H.M.S. Kent, then en route to Singapore.

As already announced by His Excellency the Governor, the Chinese Authorities have promised to erect a Wireless Telegraph Station on Pratas Island, and this Government has agreed to allow the staff for the station to be based at the Hongkong Observatory in order to receive some training in making the necessary meteorological observations.

These latter will be of material assistance in the framing of weather-forecasts and storm warnings.

The thanks of the Government are due to the Telegraph Companies, who continue to forward meteorological telegrams from outposts to Hongkong free of charge, and also to the staff of the Eastern Extension, American and China Telegraph Companies at Sharp Peak, Hoiho, Bacoel and Cebu, who make and transmit observations twice daily.

During 1909, in addition to meteorological registers kept at about 40 stations on shore, 1,480 ship logs have been copied on board or forwarded by the captains. The total number of vessels whose log books have been made use of was 194. The total number of days observations (counting separately those made on board different ships on the same day) was 14,728. Acknowledgment is here made of the courtesy of those masters of vessels who have been good enough to forward their observations.

The entry of observations made at sea in degrees squares for the area 9 deg. South and 45 deg. North Latitude, and between the Longitude of Singapore and 180 deg. East of Greenwich has been continued by Mr. Jeffries and, after her return from leave of absence on November 3rd, by Miss Dobner, and 347,190 in all have now been entered.

The means of these observations have been taken for the degree squares comprised in the following areas:—Equator to 6 deg. South Latitude and from the Longitude of Singapore to 125 deg. East for the months of January to December inclusive; Equator to 25 deg. North Latitude and from 100 deg. to 125 deg. East Longitude for the month of January.

The tracks of the typhoons of 1909 have been laid down by Mr. Plummer, and they will be printed and distributed as soon as possible.

During the past year several hundred indirect comparisons of barometers and aneroids on board ship have been made. A few barometers and aneroids have been compared for various periods in the Observatory.

The rainfall in inches recorded by the gauge placed in the Police compound at Tai-po, New Territories, was as follows:—January 1.21, February 2.08, March 3.87, April 2.30, May 8.45, June 10.45, July 19.42, August 9.85, September 7.07, October 25.58, November 0.07, December 0.00, the total for the year 1909 being 88.43 inches. On an average of the four years during which this gauge has been in operation the rainfall measured at Tai-po has exceeded that recorded at the Observatory by 20 per cent.

The Dines—Barnard's pressure tube Anemograph ordered from London in the Spring had not been received at the close of the year. It has since arrived and is now being mounted, and it is expected that it will be brought into use shortly.

A chronograph of inexpensive form, ordered at the same time, was received in December, and has since, by means of an electrical device, been made available for obtaining a record of the revolutions of the cups of the Beckley Anemograph during short intervals of time whenever required.

The registering parts of these instruments are placed on the ground floor, where the record can be inspected at all times, which is a great advantage.

In 1909 the number of transits observed was 431. The axis of the transit instrument was levelled 262 times, and the collimation and azimuth errors were determined 18 times by aid of the meridian mark. The whole of these observations have been made by Mr. Plummer. Both the standard clock have been cleaned during the year. The Mean Time clock on the 7th May and the Sideral clock on the 29th of the same month. The Time-ball clock was oiled and the escapement cleaned on the 27th March. The going of all of them subsequently has been satisfactory.

The errors of the Time-ball are given on Table I. The ball is not dropped on Sundays nor on Government holidays. There were no failures in 1909. On the 14th July and on October 19th it was not dropped in consequence of heavy gales, and on October 20th and December 8th because the line was out of order. It was therefore dropped successfully on 296 days.

**FLYING SNAPSHOTS.**  
SOME POSSIBILITIES OF THE AEROPLANE CAMERA.

This is an age when everybody runs the risk of being "taken unawares." An Evening News representative who visited the Photographic Exhibition, which opened at the Royal Horticultural Hall the other day, at any rate came away with that impression. He found that the expert who gravely rumpled that day was not far distant when photographers would wear their cameras on a finger-ring and "snap" their victims with an airy wave of the hand was not speaking very extravagantly. Have you got any small cameras, things you can put in your pocket?" asked the Evening News representative. An attendant at one of the stalls slipped his fingers into the watch pocket of his waistcoat and produced a black object about the size of a large box of matches. "I am afraid," he said apologetically, showing it in the palm of his hand, "that this is the smallest we have at present."

He pressed a button, and the front of the little box shot out, revealing a lens, accurate focusing mechanism and a collapsible concertina interior. "It measures 1½ inches by 2½ inches," he said, "and is half an inch thick. The weight is six ounces."

The largest camera in the show was next shown. This is the Atlanta aeroplane camera, a simple piece of mechanism particularly adapted to the purposes of flying men and those who go up in the air in ships. It has a range of twelve to fourteen miles, and has an exposure of 1-100th of a second. The German Government has been quick to realise its possibilities, and has ordered a large number for use by officers in their aerial fleet. There have already been delivered, and others are being turned out as fast as they can be made. "It is as simple to work as an air gun," our representative was informed, "and an aeroplane passenger will be able to take beautiful records of his rapid rush through the air so that people may see what the world looks like over the edge of a flying machine."

The camera will be extremely useful for naval and military purposes. For instance, it takes a clear impression of a coastline from five miles distant, so that you can obtain records of an enemy's forts and keep out of gun-shot range. "An image has even been obtained of a mountain range twenty miles away."

It has an adjustable arrangement, also, by which it can be fixed to a battleship mast-head and used



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Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.  
Telegraphic Address: Press Codes: A.B.C.  
5th Ed-Laborer's.

## NEW ADVERTISEMENTS

## BEKANNTMACHUNG.

IM hiesigen Handelsregister, Abt. A, ist zu den offenen Handelsgesellschaften:  
LUTZGENS, ELSSTAMANN & Co.  
folgendes eingetragen worden:  
Die Liquidation ist beendet und die Firma erloschen.  
Canton, den 3. Mai 1910.

KAISERLICH DEUTSCHES KONSULAT.  
606]

## WANTED.

A SMART TYPEWRITER and CORRESPONDENCE CLERK (Chinese). Must be proficient in English and quick at figures. Only Experienced typists need apply—

MANAGER,  
Care of "Daily Press" Office.  
Hongkong, 6th May, 1910. [510]

THE "STAR" FERRY COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWELFTH ANNUAL ORDINARY MEETING of this Company will be held at the Office of Messrs. GRUBB, LIVINGSTON & CO., on SATURDAY, 21st May, 1910, at 12.15 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1910.

The REGISTER of SHARES will be CLOSED from MONDAY, 16th inst., to SATURDAY, 21st inst., both days inclusive.  
EDWARD OSBORNE, Secretary.  
Hongkong, 6th May, 1910. [607]



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of JOHN SMITH late of Victoria in the Colony of Hongkong Police Inspector deceased.

NOTICE IS HEREBY GIVEN that the COURT has by virtue of Section 58 of the Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in claims to or against the above Estate to the 5th day of June, 1910.

All Creditors and claimants are hereby required to send their Claims to the Under- signed by the above Date.

Dated this 3rd day of May, 1910.

H. KEMP, Official Administrator.

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NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 12th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged and packages must be left in the Godown for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Hongkong, 5th May, 1910. [609]

BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons

enable you to produce the purest,

freest Soda Water obtainable.

SAFER AND CHEAPER

Sold by ALL STORES.

SYPHONS... at \$2.00 each.

BULBS... at 0.50 per box.

WHOLESALE BUYERS:

Can obtain at London price from

KWONG SANG HONG, LTD.,

WHOLESALE AGENTS,

246 and 248, Des Voeux Road, Central Hongkong.

381]

NOW ON SALE.

MAIL TABLES

FOR 1910.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card

On Paper

On Sale at the Hongkong Daily Press Office.

## PUBLIC COMPANIES

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

## NOTICE.

AN INTERIM DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, on account of year ending 28th February, 1910, has been declared by the Directors of the above Company.

COUPON No. 14 is Payable on the 2nd May, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBIE, Agent.  
Hongkong, 1st May, 1910. [590]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

## LOST.

THE SHARE CERTIFICATES No. 2140 for Ten Shares Numbered 42395 to 42399 and No. 2161 for Five Shares Numbered 42395 to 42399 standing in the name of JOSEPH MAURICE MUR of Hongkong having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

A. SHELTON HOOPER, Secretary.  
Hongkong, 22nd April, 1910. [553]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE.

THE CERTIFICATES Nos. 2795/6 for Ten Shares, \$100 paid up, numbered 5105 to 5110, 5111 to 5115 respectively standing in the name of M. GEORGE CHARLES MORRIS, having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced to the Society on or before the 15th July, 1910, NEW CERTIFICATES for the said Shares will be issued, and the old Certificates thereafter be held by the Society as Null and Void.

By Order of the Board of Directors,  
JAMES WHITTALL, Secretary.  
Hongkong, 23rd April, 1910. [559]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form, containing all the brooding, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

SIEMSEN & Co., Agents.  
Hongkong, 14th December, 1909. [1519]

THE SWATOW DRAWN WORK Co.

17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Laces from the latest French Patterns.

Hongkong, 25th December, 1909. [1432]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 94 "

Width of Entrance on Bottom... 88 "

Water on Blocks at Spring Tide... 34 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 62 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLI.

ANGUS to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P., specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50.

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

## FOR SALE

FOR SALE.

THE Cutter Yacht "BRYNHILDE," as she lies off AN KING's, with all Gear and Stores, Bedding and Moss Traps on Board. Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet; Boats, 10 feet 3 inches; Keel weighing 7,030 lbs. Teak Built, Copper Fastened.

New Sails, Area about 1,700 square feet.

Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

LEIGH & ORANGE.

Princes Building,

2, Des Voeux Road Central.

Hongkong, 31st December, 1909. [106]

## FOR SALE.

STEAM LAMPS, Steel Lighters, Wooden

Lighters, Steam Cranes (travelling and stationary), Steam Hoists, Lidgerwood Steam

Pile Driver, Driving Pump and Dress, Hand

Grabs, Captain, Hand Winches, Driving

Pulley, Bolts and Nuts, Hook Bolts, Clutch

Bolts, Barrel Bolts, Galvanized Spikes, Pile

Shoes, Chain Hoists, Iron and Brass Screws,

Différance Piles, Rolled Steel Joists, Steel

Washers, Angle Iron, Cast Iron Columns

(suitable for building construction) White-

washing Machines, Canvas Sewing Machine,

Patent Fire Escape, "WALL" Light,

"KIRSON" Light, Acetylene Lamp, Hand

Pump, Theodolite and Leveling Staff, Ronco

Duplicator, Comptometer, Telescope (on tripod),

Office Desks and Cupboards.

Apply to—

HUGHES & HOUGH,

Auctioneers.

Hongkong, 4th May, 1910. [595]

## NOW ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1909.

REVISED BY THE MEMBERS.

PRICE ——— \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [516]

## FOR SALE.

REMAINING Portions of MARINE

LOTS 31 and 35, at PRAYA EAST.

Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR

PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., LTD.,

ENGINEERS, &c.,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1905. [54-168]

## THE

DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF,

LAMB,

MUTTON,

RABBITS

AND

HARES.

[42]

GRACA & CO.

27, DES VOEUX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

STAMP CATALOGUE FOR 1910,

Picture and Painting Books, Novels, Postage

Stamp Albums with Movable Leaf, Puzzle Post

Cards, School and Shopping Bags, Dolls, Toys,

Cigars, Cigarettes, &c., &c.

Inspection Invited. [475]

DAVID COESAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBERG & CO

Sole Agents.

1555]

## TO LET

TO LET.

NO. 1, OBSERVATORY VILLAS,

Kowloon. Furnished or Unfurnished.

Apply to—

ARRATON V. APCAR & Co.,

14, Des Voeux Road, Central.

Hongkong, 3rd March, 1910. [363]

## TO LET.

TO LET.

FROM 1st JULY, 1910.

ONE LARGE SHOP with Ample Store

Room.

For Particulars apply to—

THE MEDICAL HALL,

Corner Des Voeux Road & Ice House St.

Hongkong, 29th April, 1910. [579]

## TO LET.

TO LET.

"HARRERVILLE" GARDEN ROAD.

LARGE HOUSE, with Tennis

Court and detached Servants' Quarters. Electric

Light.

Apply to—

PERCY SMITH & SETH,

5, Queen's Road Central.

Hongkong, 4th May, 1910. [596]

## TO LET

TO LET.

NO. 4, BARROW TERRACE, Kowloon.

Apply to—

SPANISH DOMINICAN

PROSECUTOR.

Hongkong, 10th March, 1910. [383]

## TO LET.

TO LET.

HOUSE in Wong Nei Chong Road.

GODOWN, PRAYA EAST, formerly occupied

by M.R.E. in Office Gardens.

OFFICES in 15, Des Voeux Road Central.

"DARTMOOR," No. 13, CONDUIT ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in No. 2, Connaught Road,

3rd Floor.



10 times more nutritious than ordinary Cocoa.

## PLASMION COCOA

DELICIOUS. DIGESTIBLE.

The Lancet says: "Plasmion increases the food value enormously."

Plasmion, Plasmion Cocoa, Plasmion Chocolate, Plasmion Biscuits.

Of all Chemists, Grocers and Stores.

Plasmion, Ltd., London.

### THE SEEKER AFTER HEALTH

Is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should take

## BEECHAM'S PILLS.

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions and act naturally and gently on the organs at fault, even a few doses showing marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

Sold everywhere in boxes, price 9d., 1/11 & 2/9.

## COLEMAN'S WINCARNIS,

### THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Reef and Meat is prepared in Wincarnis, gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.

**BUY IT TO-DAY**  
From any leading Chemist.

## MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Steamship**  
"GREGORY APCAR."  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.  
Cargo remaining on board after 4 P.M. of the 4th inst. will be landed at Consignees' risk and expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 2nd May, 1910. [586]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES

**THE Steamship**  
"PRINZ WALDEMAR."  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M.  
All Claims must reach us before the 13th inst., or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.  
Hongkong, 2nd May, 1910. [5]

NOTICE TO CONSIGNEES.  
FROM SHANGHAI, KOBE AND MOI.

**THE Steamship**  
"JAPAN,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 4th May, 1910. [597]

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.  
FROM NEW YORK.

**THE Steamship**  
"INDRASAMHA."  
Captain T. R. Brand, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.  
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 10th inst., at 3 P.M.  
All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 4th May, 1910. [600]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES

**THE Steamship**  
"DEREFLENGER."  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M.  
All Claims must reach us before the 14th inst., or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.  
This Steamer brings Cargo  
Ex. S.S. "THERAPIA" from Constantinople.  
Ex. S.S. "DANDALO" from Venice.  
Ex. S.S. "BURGENMEISER" from Zanzibar.  
NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.  
Hongkong, 3rd May, 1910. [5]

## LABUAN COAL

**NOTICE—THIS COAL** can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "LABOR LABUAN." BRADLEY & Co., Agents.  
Hongkong, 12th August, 1909. [283]

## RUBBER NOTES.

**UNITED SINGAPORE RUBBER COMPANY.**  
It was stated in Singapore the other day that a Shanghai syndicate is making an offer to the United Singapore Rubber Company to take over the property of that company and refund on a capital of \$5,000,000. The directors, we believe, were not eager to sell, but the offer is so tempting that it must go before the shareholders. A good deal of the land which will be transferred if the offer is accepted was recently purchased from the Government at a premium of \$30 per acre, and is subject to a quit rent of \$1 per acre for the first six years and to \$4 per acre afterwards.

**A DOWNWARD TENDENCY.**  
In the Singapore market of April 29th the movements were mostly in local stocks, which were generally down, that day's quotations being—  
Indragiri ... \$43  
Pajama ... \$19  
Pegohs ... \$56  
Port Dicksons ... \$9.50  
Teluk Anson ... \$12  
United Singapore ... \$3.90

**THE UNITED MALAYSIAN.**  
Inquiries in quarters likely to be well-informed lead us, says the *Pingang Gazette*, to believe that the new two-millions sterling United Malaysian Rubber Company will operate principally in Sarawak, where Messrs. Vandersbilt and Goetz's representative some time ago secured from the Raja a concession to handle all the jelutong in his dominions. One rumor says that the promoters of the company are in possession of a secret process for treating jelutong which will reduce it to the consistency and impart to it the essential properties of Para rubber. Another alleges that jelutong is to be used as the basis for manufacturing chewing gum, and that as this horrible habit is very widespread in the United States the new venture should prove a remunerative one. However, we shall probably know a little more about it when the prospectus is available. Meanwhile, we note with satisfaction a report to the effect that the same American millionaires who are behind the United Malaysian Company made strenuous efforts to obtain a foothold on preferential terms in the Federated Malay States, but met with no encouragement from the Government. There is no room for any Yankee Trusts in British Malaya, and we hope that if any attempt is made to introduce them or their methods Sir John Anderson will find some means of checking them, as Sir Frank Swettenham did in the case of the gangster who wanted to corner the Straits tin supplies.

**ANGLO-MALAY RUBBER.**  
The report of 1909 states that the rubber crop totalled 517,590 lb., against the revised estimate of 470,000 lb. and a yield in 1908 of 350,688 lb. The average price realised was just over 6s. 6d. per lb. net, while the cost of production was 10s. 2-5d. per lb. This reduced figure is due to the fact that tapping, scraping, curing and other costs have shown an appreciable reduction against 1908. In view of the fact that all works for the maintenance of the present area under cultivation and the production of rubber are now in the excellent order, the directors have issued instructions for further extensions of the area under rubber to be undertaken, with a view to bringing the total plantings up to 5,000 acres. The crop for 1910 is estimated at 703,000 lb. The directors recommend the payment of a final dividend of 30 per cent, which makes 80 per cent. for the year. The balance to be carried forward is £12,912.

**MARKET CONGESTION.**  
A member of the London Stock Exchange writes to the *Pull Mall Gazette*:—"Sir, I have seen in various papers the common complaint of 'congestion' in the rubber market. A great deal of this is caused by the number of special settlements not yet fixed, owing to the secretaries of the various companies taking such an immense time in preparing and issuing the share certificates. Perhaps the ventilation of the subject might have some effect.—Yours faithfully, A. BROOKER."

**A CURIOUS DEVELOPMENT.**  
Very few of the rubber companies find themselves outcast, although at a salaryary expense to come. Most of the rubber estates here, however, unfortunately succeeded in attracting the public. Here and there is a fair proposition—so far as can be judged by mere names, etc.—which has, none the less, got into a parlous state. In vain do people seem to have been asking for information about the Consolidated Rubber and Balak Estates, a British Guiana concern, formed under apparently good auspices. Now, it seems, information is forthcoming, and of an official nature. It turns out that the company only secured four of the five properties which it offered in its prospectus. Legal proceedings are being brought by the rejected vendors. But the point that interests us is this—what is the position as regards the shareholders who applied on the faith of these prospectus statements?

**HOW SPECULATORS ARE SPENDING THEIR MONEY.**  
The millions that have been made in the boom are leading to a remarkable revival of business prosperity in the West End of London. Hotels, motor-car firms, theatres, jewellers, milliners, and dressmakers are all feeling the effects. Motor-car manufacturers have been among the first to benefit. Stock Exchange brokers and Mining-lane men have also had to be content with a taxi-hire before the boom are now driven to their offices and home again in the evening in richly equipped and brand new motor-cars of their own, while speculators in town and country—who have amassed small fortunes—are also buying motor-cars.

## THE ANGLO-INDIAN CHILD.

In a clever series of papers in the *Rangoon Gazette* there is this estimate of the life-history of the Anglo-Indian child which will appeal to all who have had children who have had to go "home," or who await the day when their little ones must be separated from their parents. Till Anglo-Indian children go home they have the time of their lives out hard. Even the most society-loving of mothers has nothing better to do during the day than look after her children. They rule with absolute autocracy over ayahs, and bearded orderlies place a willing neck beneath their inconsiderate feet. They can drink almost unlimited quantities of iced drinks, sweeter than those at home; they can listen to bands, and play tag between the band-master's legs almost every day; their playmates are all children more or less of their own age. Every Anglo-Indian mother gives a charming party at least once a year. The children can bully and lord it to their heart's content over the whole compound. There are unlimited crawling things to chase across the floor. They can curse their parents in irreproachable Tamil, and know that they are immune from the consequences. In fact there are no limitations to the freedom of the child subject—till he goes home. Then after making a nuisance of himself or, as more often happens, herself, on board ship, he or she meets with Nemesis in the shape of a grandmother, as aunt, or the proprietress of a comfortable home for Anglo-Indian children. "Neither grandmother, nor aunt, nor the missionary's widow who offers the afore-said comfortable home has any sympathy with the autocratic ways of the spoiled child. It is of no avail when given some repugnant task to lie on the floor and dig vicious holes into grandmother's carpet. An English nurse expatriated on the soil of Burma must yield to the child-dictator of the country. Unfortunately for children, nurses at home have no proper reverence for dictators. Once every three years, on an average, the mother comes home and in six months undoes all the good that has been achieved in the way of discipline by her proxies. Then she goes away, having completely unsettled everything, and expects her "darling" to be happy, when he or she is plunged once more into the monotonous routine of existence without a mamma fresh from India with money in her pocket to spend on sweets and gargantuan tips, the effervescences of three years' brutling in the sun. It may be an unorthodox, and it certainly is an unpopular view, but I put forward a suggestion, that no Anglo-Indian mother ought to be allowed to leave her child from the year she takes it home till it is fourteen or fifteen. Those who bring a child into the world are responsible for seeing that it has a home and, as they say in the Surrey-side melodramas, "What is home without a mother?" We may call this rant, but rant, remember, is only the truth exaggerated.

Nothing is more pitiable in Anglo-Indian life than the necessity for sending children home at the most impressionable age, just when they begin to take an intelligent and permanent interest in their surroundings. Not one in a hundred children born in the East keeps in after-life the slightest recollection of its birthplace. Their first memories are of a home that was no home (as they find by a comparison with the home-life of school-fellows); of catastrophic descents by strangers who want to be called father and mother, but with whom it always seems a liberty to use the same—sudden arrivals and sudden departures. The East is not a white man's country, though white men live in it and enjoy better health than they did at home. But no land, as that "wise youth" Winston Churchill points out, can be called a white man's country till white children flourish and thrive in its clime. Here even the children of an inter-marriage deteriorate. It is rather sad, like all the great truths of this world. If you choose the material and pecuniary advantages of a life out East you must make up your mind to sacrifice something, and to me, at least, it seems only just to sacrifice yourself and your wife rather than your children. The remedy, of course, is either not to come out East or else not to marry. You have got a Hobson's choice of evils. The man who dies single has doubtless had a very good time, but dies with an incomplete knowledge of the normal conditions of life. The man who marries has to give up all hope of seeing his children growing up into manhood and womanhood. There are single men, too, who object to the absence of flappers. The first thing that strikes the homemaker on furlough is the flapper. Here girls jump from eight at the outside to eighteen over a gap of ten years. What must it feel like to be six and never to have seen snow, or had a pukka Christmas tree? It is rather ironical that the only ones who have had the experiences cannot in after years remember what they did have. One gets into the way of reading grown-up thoughts into childish minds. Perhaps I am unduly sensitive and Anglo-Indian children really like living with grandmothers or aunts or proprietresses of comfortable homes. Perhaps. I feel very tempted to say, "I don't think."

## WATER RETURN.

Level and storage of water in Reservoirs on the 1st May—			
CITY AND HILL DISTRICT WATER WORKS.			
	1909.	1910.	
Tytan	60 ft. 2 in.	53 ft. 10 in.	
Tytan Byewash	24 ft. 8 in.	25 ft. 9 in.	
Tytan Internae			
Doide	17 ft. 1 in.	20 ft. 3 in.	
Pokfai	27 ft. 4 in.	24 ft. 10 in.	
Wong-nai-chung	33 ft. 2 in.	38 ft. 8 in.	
STORAGE GALLONS.			
	1909.	1910.	
Tytan	55,718,000	75,220,000	
Tytan Byewash	781,000	487,000	
Tytan Internae	112,499,000	99,567,000	
Pokfai	11,620,000	15,625,000	
Wong-nai-chung	2,704,000	1,035,000	
Total	183,322,000	192,034,000	

**CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF APRIL.**  
1909. 1910.  
Consumption 115,640,000 111,781,000 gallons  
Estimated population 208,410 210,210  
Consumption per head per day 18.4 17.7 gallons  
Intermittent supply by Rinder mains in Rinder main districts during April in both years.

KOWLOON WATER WORKS.			
	1909.	1910.	
Below overflow. Below overflow.			
Kowloon Gravitation			
Reservoir	32 ft. 3 in.	21 ft. 6 in.	
STORAGE GALLONS.			
	1909.	1910.	
Kowloon Gravitation			
Reservoir	99,225,000	166,300,000	

CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF APRIL.			
	1909.	1910.	
Consumption	23,768,000	21,320,000 gallons	
Estimated population	87,370	92,100	
Consumption per head per day	9.0	7.7 gallons	
The Government Analyst reports that the water is of excellent quality.			
Public Works Department.			
W. CHATHAM, Water Authority.			

## A MOTHER'S LAST THOUGHT.

A wise judge once said:—"When I use the word 'mother' I don't mean one of those women who only see their little ones for ten minutes each day in the drawing room." Thank goodness, there are only a few women of that kind, and the fewer the better. The best type of mother is that one whose first thought is always for her family! Her second thought is for other people's children, her next thought for her friends, and her very last thought—for herself. Half the ailing mothers you see have just fallen into that low state by neglecting their health, while using up their strength in attending to the comfort and well-being of others. To all mothers we say: "You cannot serve your family better than by keeping well yourself. Your children need in you the strength, energy and good spirits which can come only from sound health. They need you well and you never can be well enough for all your motherly duties, unless you can digest food. If food lies like a load on your chest, or causes any of those troublesome ailments which arise from indigestion, you need the herbal tonic—Mother Seigel's Syrup. It will quickly restore your disordered digestive system to working order, will make food nourish you, and thus give you the health and strength you require."

Now, all who value their health should heed the words of Mrs. C. I. K. Lotter, Klerksdorf, Transylvania. "As the mother of nineteen children," writes Mrs. Lotter, on July 6th, 1909, "I should know something of the complaints to which a mother and her children are subject, and I have nothing but praise for Mother Seigel's Syrup, which relieves and cures even where other remedies fail. As a cure for indigestion, flatulence, pain across the chest or back, weakness, and general debility, Mother Seigel's Syrup is unequalled."


"I first used Mother Seigel's Syrup," says Mrs. Lotter, "when, at Durbach, I suffered with pains in the stomach. One bottle cured me, but I always keep the Syrup in the house as a pick-me-up if I feel run-down or overworked, or in case any of my family need it for stomach or liver troubles."

Not everybody is as wise as Mrs. Lotter, for some people think that digestive disorders can be neglected. But if you neglect indigestion, you will suffer for it. To-day it may be merely a "little stomach trouble," to-morrow it may be biliousness, a headache, or constipation. Soon it may be cutting pains in the chest, awful agony in the stomach, constant headaches and dizziness, nausea at the sight of food, or chronic constipation.

Mother Seigel's Syrup will spare you all these miseries. It is made of medicinal extracts of roots, herbs and leaves which will tone and strengthen your stomach and regulate the action of your liver and bowels. It will give you, as it gave Mrs. Lotter, excellent health and spirits.


As SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

## THORNE'S OLD VAT



SCOTCH WHISKY.  
SOLE AGENTS IN HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO., LTD.  
593


## CHAPOTEAUT'S MORRHUOL



Superior to Emulsions or Cod Liver Oil.  
Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.  
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.  
Sold in bottles of 100 Capsules.

**PRINTING**  
Nothing creates such a good impression in business as the use of First Class Printing.  
The difference in cost between good and bad printing and material is generally nil.  
"THE HONGKONG DAILY PRESS" PRINTING WORKS  
to run out the Best Printing at Reasonable Prices

## NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.  
THE SAME TO-DAY AS IN 1745.  
150 YEARS.

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [46]

## STEAMERS.

ALINE WORMANN, British str., 1,500, J. Martin, 1st May—Saigon 27th April, General and Rice—Man Fat.  
BENALDER, British str., 1,958, Tough, 28th April—Kuala Lumpur 23rd April, Coal—Gibb, Livingston & Co.  
BUSHU MARU, Japanese str., 1,939, S. Masumoto, 1st May—Mojji 26th April, Coal—Mitsui Bussan Kaisha.  
CHIRIO, British str., 1,142, C. Lindbergh, 1st May—Saigon 27th April, Rice and Paddy, 28th April—Butterfield & Swire.  
CYCLOPS, British str., 5,896, H. Haselard, 30th April—Tahiti (Permos), 28th April, General—Butterfield & Swire.  
DAIJI MARU, Japanese str., 864, H. Murayama, 4th May—Swatow 3rd May, Rice and Tea—Osaka Shosen Kaisha.  
EMPEROR OF INDIA, British str., 5,910, H. Robinson, R.N.R., 29th April—Vancouver, B.C., 7th April, Mails and General—C. F. R. Co.  
FAUSANG, British str., 1,410, Malkin, 30th April—Saigon 26th April, Rice and General—Jardine, Matheson & Co.  
FOCHOW, British str., 1,228, H. P. Vincent, 4th May—Manila 1st May—Butterfield & Swire.  
GERMANIA, German str., 1,714, Jurgensen, 3rd May—Kwang Yen 30th April, Cement—Jensen & Co.  
GREGORY APCAR, British str., 2,961, S. H. Pelson, 2nd May—Calcutta 16th April, General and Opium—David Sassoon & Co., Ltd.  
HAITAN, British str., 1,183, J. S. Ronoh, 4th May—Swatow 3rd May, General—Douglas, Leprie & Co.  
HANGSANG, British str., 1,356, S. Wilde, 4th May—Shanghai 28th April and Swatow 3rd May, General—Jardine, Matheson & Co.  
HINDON, British str., 1,536, A. G. Smith, 1st May—Hong Kong 28th April, Coal—Jardine, Matheson & Co.  
HUICHOW, British str., 1,228, E. Forsyth, 30th April—Tientsin 24th April, General—Butterfield & Swire.  
IDOMENEUS, British str., 4,250, R. A. Tiltott, 3rd May—Liverpool via Singapore 27th March, General—Butterfield & Swire.  
JAPAN, British str., 3,806, A. Stewart, 4th May—Mojji 29th April, General—David Sassoon & Co.  
KWANGLEE, Chinese str., 1,468, Lincoln, 2nd May—Shanghai 29th April, General—C. M. S. N. Co.  
LINAR, British str., 1,352, C. C. Williams, 27th April—Shanghai 24th April, General—Butterfield & Swire.  
LOOSOK, German str., 2,340, G. Schultze, 30th April—Bangkok and Kolschlag, Rice—Butterfield & Swire.  
MATHILDE, German str., 831, Chr. Ulderup, 30th April—Fakhoi and Hothow 29th April, General and Rice—Jensen & Co.  
MAUSKANG, British str., 1,644, G. S. Weigall, 26th April—Sandakan 20th April, Timber and General—Jardine, Matheson & Co.  
MONTROSE, British str., 2,894, R. Gloger, 21st April—Yokohama 12th April, Coal—Doddwell & Co.  
NIPPON MARU, Japanese str., 4,452, H. S. Smith, 3rd May—San Francisco 5th April, Mails and General—Toyo Kisen Kaisha.  
NORD, British str., 1,109, Paynter, 24th April—Singapore 17th April, General—Geo. McBurney.  
NINPO, British str., 1,228, Richard, 2nd May—Saigon 28th April, General—Butterfield & Swire.  
PAELLA, British str., 3,501, Nasbet, 3rd May—San Francisco 4th April, Kerosene Oil—Asiatic Petroleum Co.  
PEHO, German str., 745, Valzel, 22nd April—Karatim Island 16th April, General—Hamburg-Amerika Linie.  
PHYEN, French str., 1,299, Varine, 4th May—Saigon 5th April, Paddy and Flour—Bradley & Co.  
PIREAVIA, German str., 1,278, D. Reimers, 29th April—Bangkok 26th and Swatow 28th April, Rice—Butterfield & Swire.  
PROMETHEUS, Norwegian str., 1,054, O. Cornelissen, 3rd May—Bangkok 26th April, Rice—Aarsaard Thorsen & Co.  
RIVER CLYDE, British str., 2,526, John Kerr, 1st May—Manila 28th April, General—Doddwell & Co.  
SHAWANO MARU, Japanese str., 2,064, K. Nagata, 28th April—Kanton 21st April, Coal—Ataka & Co.  
SHAWKRA, British str., 1,835, Robinson, 20th April—Sumatra 6th April, Sugar—Butterfield & Swire.  
SIRHAN, British str., 1,215, F. Jamieson, 18th April—Fahlong 16th April, General—Butterfield & Swire.  
SUNGKANG, British str., 987, H. A. Harde, 26th April—Halo-21st April, Sapu-Wood and Sugar—Butterfield & Swire.  
TILAKAR, Dutch str., 2,470, A. W. La Kooer, 3rd May—Japan, Moji 18th April, Coal and General—Java-China-Japan Lijn.  
WONGKOR, German str., 1,115, H. Hebesten, 30th April—Bangkok 24th April, General—N.D.L.  
YUENSANG, British str., 1,128, P. H. Rolfe, 2nd May—Manila 30th April, General—Jardine, Matheson & Co.  
ZAPRO, British str., 1,513, R. Rodger, 2nd May—Manila 30th April, Sugar and General—Shewan, Tomes & Co.







## PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MOJI, KOBE and YOKO.	JAPAN	About 7th May.	Freight and Passage.
HAMA	Capt. W. B. Palmer, R.N.R.	May.	
SHANGHAI	DEVANHA	About 12th May.	Freight and Passage.
LONDON via USUAL PORTS	DELHI	Noon, 14th May.	See Special of Call.
LONDON and ANTWERP	NORE	About 13th May.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	Capt. G. Phillips	May.	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 6th May, 1910.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 6th May, 4 P.M.
HAIPHONG	"SINGAN"	On 7th May, 10 A.M.
SAIGON	"NINGPO"	On 7th May, Noon.
SHANGHAI	"CHINHUA"	On 8th May, Daylight
MANILA	"TEAN"	On 10th May, 3 P.M.
CHEFOO & NEWCHANG	"NANOHANG"	On 10th May, 4 P.M.
SHANGHAI	"CHENAN"	On 12th May, 4 P.M.
SHANGHAI	"LINAN"	On 15th May, Daylight
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 26th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to—  
HONGKONG, 6th May, 1910

BUTTERFIELD & SWIRE,  
AGENTS.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, DANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
ANGHAI, YOKOHAMA and KOBE	"CANTON"	Midnight, May.
MARSEILLES, COPENHAGEN and GOTHENBURG	"PEKING"	On 26th May.

For Further Particulars apply to  
HONGKONG, 4th May, 1910.

MELOHRS & CO.,  
AGENTS.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Friday, 6th May, Noon.
MANILA	"YUENSANG"	Friday, 6th May, 4 P.M.
SHANGHAI via SWATOW	"HANGSANG"	Saturday, 7th May, Noon.
SINGAPORE	"HINSANG"	Saturday, 7th May, Noon.
TIENTSIN	"CHEONGSHING"	Monday, 10th May, Noon.
MANILA	"LOONGSANG"	Friday, 13th May, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 17th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 18th May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chaochow, Tientsin and Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kufat, Lahad, Dava, Singapore, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sud. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGER.

HONGKONG, 6th May, 1910.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYANG"	SWATOW, AMOY and FOCHOW.	FRIDAY, 6th May, at 10 A.M.
"HAIMUN"	SWATOW	SUNDAY, 8th May, at 10 A.M.
"HAIYANG"	SWATOW, AMOY and FOCHOW.	TUESDAY, 10th May, at 10 A.M.

For THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

HONGKONG, 6th May, 1910.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROTECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	IYO MARU Capt. B. Takada.	7,000	WEDNESDAY, 11th May at Daylight.
	HIRANO MARU Capt. H. Enari.	9,000	WEDNESDAY, 25th May, at Daylight.
	TANGO MARU Capt. A. Christensen.	8,000	WEDNESDAY, 8th June, at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi.	7,000	SATURDAY, 21st May, noon.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU	TAMBA MARU Capt. K. Sato.	7,000	TUESDAY, 24th May, at Noon.
	AWA MARU Capt. S. Ishikawa.	7,000	TUESDAY, 21st June, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi.	6,000	FRIDAY, 13th May, at Noon.
	KUMANO MARU Capt. M. Winkler.	6,000	FRIDAY, 10th June, at Noon.
DALNY, NAGASAKI, MOJI, KOBE and YOKOHAMA	KAWACHI MARU Capt. H. Petersen.	7,000	FRIDAY, 6th May.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler.	6,000	WEDNESDAY, 11th May, at Noon.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes.	5,000	WEDNESDAY, 11th May.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer.	9,000	THURSDAY, 12th May, at Noon.
BOMBAY via SINGAPORE and COLOMBO	WAKASA MARU Capt. M. Nielsen.	7,000	TUESDAY, 17th May.

## CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

\* Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 6th May, 1910.

T. KUSUMOTO,  
MANAGER

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2840	R. Rodger	Manila	On 7th May, Noon.
RUBI	2840	A. Fraser	Manila	On 14th May, Noon.

For Freight or Passage apply to  
HONGKONG, 2nd May, 1910.

SHEWAN, TOMES & Co.,  
General Managers.

## HAMBURG-AMERIKA LINIE

### HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR HAVRE & HAMBURG:
For SHANGHAI, KOBE & YOKOHAMA:	S.S. ANDALUSIA ... 12th May.
S.S. SENEGAMBIA ... 6th May.	For MARSEILLES, HAVRE & HAMBURG:
S.S. SUEVIA ... 19th May.	S.S. SILESIA ... 30th May.
S.S. WESTPHALIA ... 2nd June.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. ARABIA ... 15th June.	S.S. BELGRAVIA ... About beg. of June.
S.S. SCANDIA ... 30th June.	For HAVRE & HAMBURG:
S.S. SEGOVIA ... 13th July.	S.S. SENEGAMBIA ... 10th June.
S.S. SAXONIA ... 28th July.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SLAVONIA ... 10th Aug.	S.S. SILESIA ... About mid. of June.
	For NEW YORK and BOSTON:
	S.S. ARAGONIA ... 19th May.

Further Particulars, apply to—

HONGKONG, 6th May, 1910.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, YAPARAIRO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS.	SAILING DATE.
S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUYO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	First half of May	JAVA	First half of May
TJIKINI	JAVA	First half of May	SHANGHAI	First half of May
TJUPANAS	JAVA	First half of May	JAPAN	First half of May
TJILLIWONG	JAPAN	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	Second half of May	SHANGHAI	Second half of May
TJIMAH	JAPAN	Second half of May	JAVA	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 3rd May, 1910.

Telephone No. 375.

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## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cars on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKO.	"CHICAGO MARU" Capt. I. Goto.	6,162	WEDNESDAY, 18th May, at Noon.
HAMA	"TACOMA MARU" Capt. H. Yamamoto.	6,178	WEDNESDAY, 15th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 8th May, at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHIU MARU" Capt. Y. YAMAMOTO	WEDNESDAY, 11th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 12th May, at 8 A.M.

Fair Speed, Superior Passenger Accommodation, Electric Light throughout, First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER

## THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION-PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

32, WATER STREET YOKOHAMA.

7591

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IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

## BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

## ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

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## THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters, Tugs and is prepared to undertake the discharge of steamers and lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, TIENTSIN.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to—

BUTTERFIELD & SWIRE,  
Managers,  
Tientsin.

Hongkong, 27th April, 1910.

ARRIVALS AT HOME.

May 3rd—Indem, Kanagawa Maru, Thos.



